



City of Blaine Anoka County, Minnesota

Blaine City Hall
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Legislation Text

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WORKSHOP ITEM, *Jon Haukaas, Director of Public Works*

UPDATE ON FUTURE PAVEMENT MANAGEMENT PROGRAM STREET PROJECTS AND STREET RATINGS

For fall of 2018 construction, staff is proposing to bring forth a plan to reclaim and pave some rural section roads that have exceeded their lifespans. These roads are shown on the attached map.

National Street and the Tippecanoe area are not currently served by sewer or water but will be in the future. The pavement on these roads has failed and has become a maintenance problem for Public Works staff. Staff is proposing to repave these roads with a 2-inch pavement section, which is less than the standard 3-1/2-inch section, in order to minimize costs yet ensure an adequate pavement surface remains until sewer and water is installed in the future. Because this pavement will be considered “temporary” and is not expected to be in place for the typical 20 year minimum of a normal reconstructed road, it is proposed to not assess for the costs of paving these roads and consider the project to be street maintenance. Funding would be provided by Pavement Management Program (PMP) funds.

93rd Lane from Isanti Street to 85th Avenue, which is fronted entirely by Metropolitan Airport Commission (MAC) property, has reached the end of its life and is requiring significant pavement maintenance by Public Works staff. It is proposed to reclaim and pave this road with a full depth pavement section. The agreement between the City and MAC states that maintenance of 93rd Lane will be the sole obligation of the City so there will be no assessments and funding would be provided by PMP funds.

The Engineering Department is in the process of developing a PMP capital improvement plan for 2019 and 2020 that will reconstruct significantly more miles of street per year than in past years. The attached map shows the roads that are being considered at this time and is subject to change. Engineering staff will be developing a rough cost estimate for the proposed streets and the Finance Department will update the PMP capital improvement plan to reflect the latest cost estimates. The final list of street projects will then be prepared based on the available funding and will be presented to the Council in August to initialize the projects.

In an effort to put together a long term PMP capital improvement plan beyond 2020, a request

for proposals is being issued in July for a consultant to complete pavement condition ratings on all City streets. The streets will be geographically divided up into three areas and rated over a three year period beginning in 2018. This rating process would be ongoing with the same 3 year interval, meaning an individual street gets rated every third year. The data gathered from this rating process will be utilized to prepare the 5 year PMP CIP for street projects starting in 2021. The goal will be to reconstruct/overlay between 8 and 12 miles of street per year going forward.